

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN," 2,338 tons Captain W. A. Valentine.
 "FATSHAN," 2,360 " " R. D. Thomas.
 "KINSHAN," 1,995 " " J. J. Lossine.
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM," 3,363 tons Captain H. D. Jones.
 Departures from Hongkong to Macao on week days at 2 P.M.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Departures from Macao to Hongkong on week days at 7.30 A.M.
 On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 3,119 tons Captain T. Hamlin.
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday, and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H. K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain J. Wilcox.
 "NANNING," 569 " " O. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
 Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
 Hotel Maritima, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 5th November, 1906.

JAVA-CHINA-JAPAN LINE
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA AND JAPAN

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS ...	JAPAN	First half December	JAVA PORTS	First half December
TJIPANAS ...	JAVA	First half December	JAPAN	First half December
TJILIWONG ...	JAPAN	First half December	JAVA PORTS	First half December
TJIMAH ...	JAPAN	Second half December	JAVA PORTS	Second half December
TJILATJAP ...	JAVA	First half January	JAPAN	First half January

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.
 For Particulars of Freight and Passage, apply to

THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LINE.

Telephone No. 375.
YORK BUILDINGS, 1st Floor.
Hongkong, 26th November, 1906.

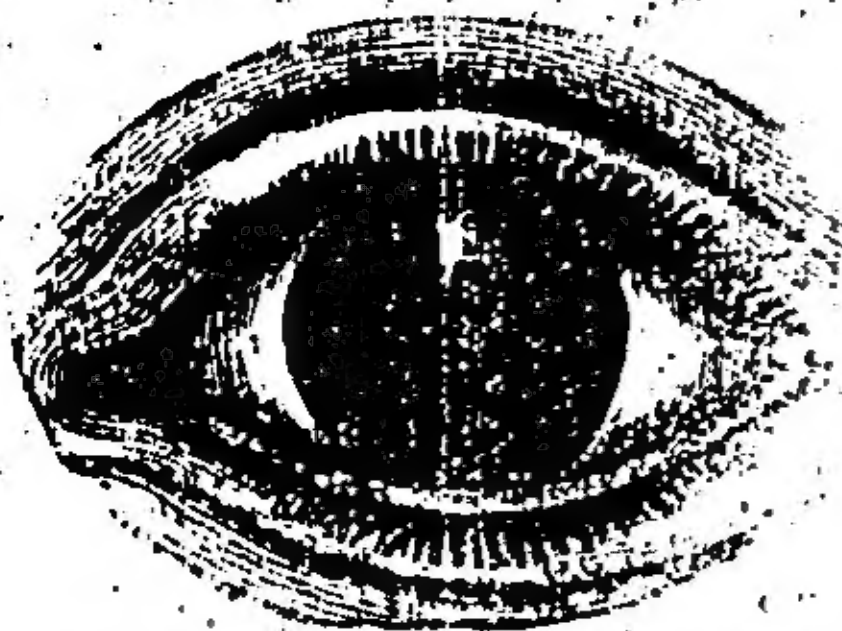
WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI".
 Sailing TWICE A WEEK. THE ROUND TRIP OCCUPIES 14 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.
 HONGKONG.
 Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON. CALCUTTA. SHANGHAI.
 22, John Street, Bedford Row, W.C. 59, Brompton Street. 566, Nanking Road
 Hongkong, 27th November, 1905.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company, are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & CO.
 Hongkong, 15th May, 1905.

KWONG SANG & Co.,
 No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS AND DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.
 Latest style of Ladies' Dresses and Gentlemen's Shirts made to order.
 TRIAL ORDER SOLICITED.
 Hongkong, 1st February, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUER, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.
PRINZESS ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
ZIETEN	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 8th May.

ON WEDNESDAY, the 5th day of December, 1906, at Noon, the Steamship BUELOW, Captain H. Förmes, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 3rd December, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 4th December, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 4th December.

Costs of Packages are required. No Parcel Receipts will be signed for less than \$1.00 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	\$61.00	\$42.00	\$22.00
Return	91.00	63.00	33.00
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG ...	65.00	44.00	24.00
Return	97.00	66.00	36.00
* TO NEW YORK VIA SUEZ:			
— VIA NAPLES, GENOA OR GIBRALTAR ...	64.00	44.00	26.00
Return	115.00	79.00	47.00
— VIA BREMEN OR SOUTHAMPTON ...	58.00	36.00	27.00
Return	123.00	83.00	49.00

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

A steamer to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 11th December.
SANDAKAN	1,793	TUESDAY, 4th January.
MANILA	1,790	TUESDAY, 1st February.

ON TUESDAY, the 11th day of December, 1906, at Noon, the Steamship PRINZ SIGISMUND, Captain D. Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
TO NEW GUINEA	\$28.00	\$18.00	\$14.00
TO BRISBANE	\$30.00	\$20.00	\$14.00
TO SYDNEY	\$33.00	\$23.00	\$15.00
TO MELBOURNE	\$34.10	\$24.10	\$16.00
TO YOKOHAMA	\$38.00	\$26.00	\$17.00
TO KOBE	\$35.00	\$24.00	\$17.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	\$97.00
TO EUROPE VIA AUSTRALIA AND AMERICA	\$96.00
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For	STEAMERS.	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ EITEL FRIEDRICH	WEDNESDAY, 5th Dec.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SEYDLITZ	WEDNESDAY, 19th Dec.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	\$62.00
TO BREMEN	\$63.00
TO PARIS VIA CHERBOURG	\$65.00
TO NAPLES, GENOA VIA GIBRALTAR	\$65.00

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 24th November, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 370, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]

TROOPS MOVING.

THE CHAPLAIN TO THE FORCES will be glad to receive any number of old or new "MAGAZINES" for the use of the Troops on the Transports. Send to Hongkong Hotel or a chit will ensure their being fetched.
 Hongkong, 12th November, 1906. [106]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 7.30 a.m. ... Every 30 minutes.
7.30 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.
 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SATURDAY.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAY.

Extra cars at 11.30 and 11.45 p.m.
 SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
 Liquidators.
 Hongkong, 27th August, 1906. [167]

NIKKO CO.

WHOLESALE AND RETAIL DEALERS,
 in all kinds of
 JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.
 Orders Promptly Executed.

No. 5, ARSENAL STREET,
 Hongkong.
 11-12-13-14, 28th April, 1906. [150]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS,
 from Shanghai, has re-opened their
 FURNITURE STORE
 at
 No. 35, DES VOEUX ROAD CENTRAL.
 The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronized by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd. and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Amherst to our Dispensary and gave us every satisfaction."
 (Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.
 Hongkong, 19th March, 1906. [160]

For Sale.

FOR SALE.

THREE WOODEN LIGHTERS.

Length 80' 0"
 Breadth 24' 0"
 Depth 6' 0"
 Capacity 320 tons.
 Complete for delivery within 5 weeks from this date.

Plan, Specification and Particulars from

C. E. WARREN & Co.,

39, Des Voeux Road, Central,

and

HOO CHEONG WO & Co.,

51 and 53, Connaught Road, Central.

Hongkong, 5th November, 1906. [1068]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 2nd October, 1906. [107]

SELF CURE NO FICTION! MARVEL UPON MARVEL!

NO SUFFERING! NEED NO DOCTOR! BUT WITHOUT RUNNING A DOCTOR'S BILL OR FILLING THE DEEP DITCH OF QUACKERY, MAY SAFELY, SPEEDILY AND ECONOMICALLY BE CURED BY THE KNOWLEDGE OF A SECOND PARTY. BY THE INTRODUCTION OF THE NEW REMEDY

THERAPION.

a complete revolution has been wrought in the department of medical science, whilst thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION NO. 1—A Sovereign Remedy for all diseases of the urinary organs, suppurating infections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION NO. 2—A Sovereign Remedy for all diseases of the blood, eruptions, skin diseases, pains and swellings of the joints, and all those complaints which marvellously and curiously are popularly but erroneously supposed to cure.

THERAPION NO. 3—A Sovereign Remedy for all diseases of the digestive system, indigestion, flatulence, constipation, and all those disorders resulting from early error and excess which the faculty so pertinaciously ignores, because so important to cure or even relieve.

THERAPION NO. 4—A Sovereign Remedy for all diseases of the nervous system, neuralgia, sciatica, rheumatism, impaling vitality, sleeplessness, dizziness and incapacity for business or pleasure, loss of appetite, blinding indigestion, pains in the back and head, and all those disorders resulting from early error and excess which the faculty so pertinaciously ignores, because so important to cure or even relieve.

THERAPION NO. 5—A Sovereign Remedy for all diseases of the circulatory system, dropsy, anasarca, edema, and all those disorders resulting from early error and excess which the faculty so pertinaciously ignores, because so important to cure or even relieve.

THERAPION NO. 6—A Sovereign Remedy for all diseases of the reproductive system, impotence, sterility, and all those disorders resulting from early error and excess which the faculty so pertinaciously ignores, because so important to cure or even relieve.

THERAPION NO. 7—A Sovereign Remedy for all diseases of the respiratory system, asthma, bronchitis, and all those disorders resulting from early error and excess which the faculty so pertinaciously ignores, because so important to cure or even relieve.

THERAPION NO. 8—A Sovereign Remedy for all diseases of the muscular system, paralysis, and all those disorders resulting from early error and excess which the faculty so pertinaciously ignores, because so important to cure or even relieve.

THERAPION NO. 9—A Sovereign Remedy for all diseases of the nervous system, neuralgia, sciatica, rheumatism, impaling vitality, sleeplessness, dizziness and incapacity for business or pleasure, loss of appetite, blinding indigestion, pains in the back and head, and all those disorders resulting from early error and excess which the faculty so pertinaciously ignores, because so important to cure or even relieve.

THERAPION NO. 10—A Sovereign Remedy for all diseases of the circulatory system, dropsy, anasarca, edema, and all those disorders resulting from early error and excess which the faculty so

Intimation.

Powell's
GENTS'
OUTFITTERS,
28, QUEEN'S
ROAD,
(OPPOSITE THE CLOCK TOWER).

**ENGLISH
BOOTS.**

**FINEST
ENGLISH
LEATHER.**

**BEST
ENGLISH
WORKMANSHIP.**

**BLACK.
BROWN.
PATENT.**

Smart Shapes,
Durability,
Comfort.
\$12.00
PAIR.

Satisfaction
Guaranteed.

POWELL'S
HONGKONG.

Hongkong, 21st November, 1906.

To Let.

TO LET.

No. 8, D'AGUILAR STREET,
suitable for

SHOP AND DWELLING
HOUSE,

at present occupied

by

Messrs. K. A. J. CHOTIR-
MALL & Co.,

who will shortly remove

to

No. 64, QUEEN'S ROAD
CENTRAL.

Apply to—

K. A. J. CHOTIRMALL & CO.

Hongkong, 12th November, 1906. [130]

TO LET.

FOUR-ROOMED HOUSE on PRAVA
EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 26th November, 1906. [1142]

TO LET.

ONE GODOWN, at EAST POINT, close to
the Water, suitable for the storage of any
Cargo.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 15th October, 1906. [1009]

TO LET.

NO. 7, "HILLSIDE" THE PEAK.
OFFICES in KING'S BUILDING and
YORK BUILDING.
GODOWNS on PRAVA EAST.
A HOUSE in CLIFTON GARDENS, Con-
duit Road.
A HOUSE in RIFON TERRACE.
A HOUSE in WONG-NEI-CHONG ROAD.
FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 16th November, 1906. [172]

TO LET.

A HOUSE in KNUTSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 31st July, 1906. [789]

TO LET.

NOS. 8 and 16, LEIGHTON HILL ROAD.
No. 51, WONG-NEI-CHONG ROAD.

Apply to—

HONGKONG & KOWLOON LAND
& LOAN CO., LTD.

No. 8, Queen's Road West.
Hongkong, 7th November, 1906. [1073]

TO LET.

A FLAT and THREE ROOMS, near the
Hongkong Bank, suitable for Offices.
Moderate rental.

Apply to—

X. Y. Z.
C/o Hongkong Telegraph.

Hongkong, 17th October, 1906. [1013]

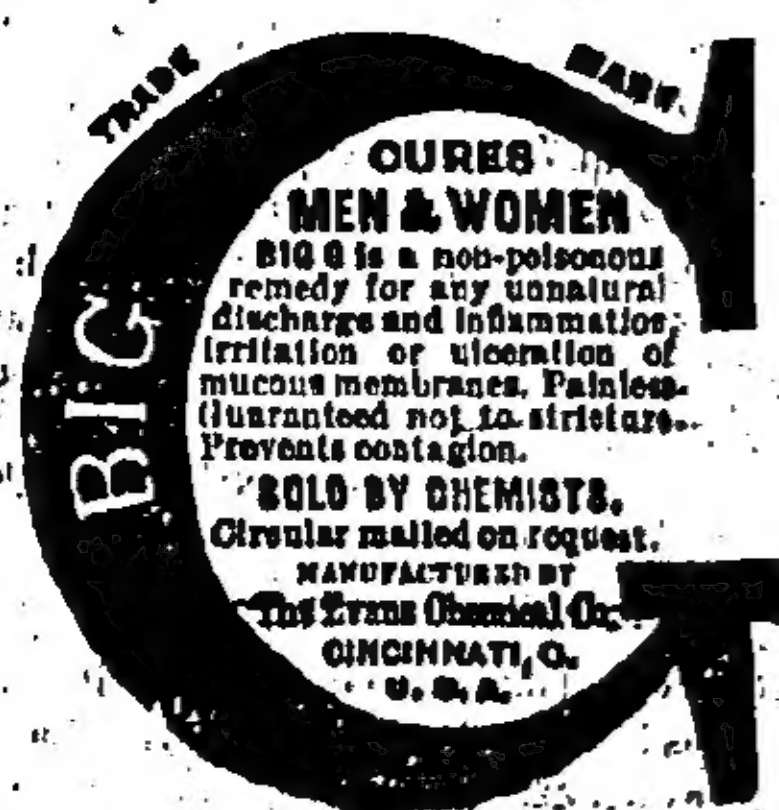
TO LET.

EUROPEAN SHOPS, OFFICES, and
GODOWNS (suitable for Dry Goods
Storage) at No. 14, Des Voeux Road Central,
(formerly occupied by Messrs. Shewan, Tomes
& Co.

Apply to—

HO TUNG,
Comptroller Department,
Jardine, Matheson & Co.

Hongkong, 26th September, 1906. [1949]



COMMERCIAL.

FREIGHT MARKET.

Messrs. Lamke & Rogge write in their for-
nightly report of the 1st inst.:—This fortnight
closes on a market which is much the same as
when we last wrote on the 16th instant. Handy-
sized boats continue to look for paying busi-
ness and inquiries there are few. The volume
of chartering business as transacted during the
fortnight is again small.

From Saigon: Demand for this port had
ceased altogether, but, since, at 10, 11 and 12
cents respectively, boats have been chartered.
To the Philippines there has again been some
business transacted, rates according to sizes,
at between 28 and 25 cents.

We have not heard of inquiries from Saigon
to anywhere else for any prompt dates. Pre-
sent position is that old crops' grain is practi-
cally exhausted, and that, as concerns the new
season, reports are decidedly favourable; the
crop is also expected to be an early one. Busi-
ness in connection with new crops' cargo is
already spoken of. There is said to have been
business Saigon/Japan, February/March, there
is also said to have been a fixture of a small
Japanese steamer, (about 29,000 piculs' cap-
acity), for a series of trips Saigon to Hongkong
15 cents, optional to Singapore 15 cents, op-
tional to 1 port Philippines 26 cents.

Bangkok advices, as concerns the new crop,
are not quite so rose-colored, but, what the ulti-
mate result will be concerning the two shipping
ports who can tell at this stage? Bangkok, to
this, there has been a fixture of a non-liner on
a live's account, natives' terms, 27, 20 cents,
immediate loading.

From Java, there is still nothing doing. There
is plenty more sugar which has to go forward
to Hongkong, but it is expected that the Chi-
nese will not ship before their new year, which
would mean second half February or March.
For Java, also we have traced no inquiries for
any early loading.

Rajang to Hongkong, timber, there has been
a charter of a suitable steamer, 1,380 tons reg-
net, February loading, \$11,500.00 lump sum.
Coal freights are quiet, both from Hongkong
and Japan: Hongkong to Swatow, another fix-
ture, reported at \$1.25. Moji to Wakamatsu to
Canton, \$1.92 or so might be done; Moji to
Hongkong—quotation is about \$1.25.

Sailers:—American ship S. P. Hitchcock,
recently condemned consequent upon damage
suffered by the late typhoon, has been disposed
of by private treaty at \$12,000 Mex. nett; it is
said for bulk purposes. She appears to have
been replaced, as far as her late chartering
engagement goes, by American ship E. B.
Sutton, (June 14th New York for Tournon and
Haiphong), just reported fixed for Baltimore
and New York, Dec 1st/January loading, in
under a charter arranged in the States.

Am. ship Joy is in port repairing some dam-
age from a typhoon encountered whilst en route
from Shanghai to British Columbia. She is
expected to proceed in a fortnight.

Sailers Coastwise:—Nothing new to advise.
Sail tonnage loading or to load:—For Bal-
timore and/or New York:—Am. ship I. F. Chap-
man, 2,014 tons, arrived 25th August. Amer-
ship E. B. Sutton, 1,639 tons, to arrive from
Haiphong.

Sail tonnage Disengaged:—British steel 4-m.
barque Arrow, 2,971 tons reg, from New York,
arrived 14th November.

Departures of Sailers:—Brit. bark Editha,
2,969 tons, for Baltimore and New York, sailed
20th November.

TOO TIRED FOR ANYTHING.

A BURMA BUSINESS MAN RESTORED
TO HEALTH & ENERGY BY
Dr. Williams' Pink Pills.

Here is further striking evidence that cures
effect by Dr. Williams' Pink Pills for Pale
People are permanent cures.

About a year ago Mr. G. Ravel, Manager of
the Singer Sewing Machine Co. at Thayetmyo,
Burma, stated that he had been completely
run down, suffering from Nervousness, Dys-
pepsia, Headaches, Sleeplessness and Depres-
sion. But Dr. Williams' Pink Pills cured him.

"Whilst living at Bassein, Burma, some two
years ago I began to suffer from Dyspepsia,"
said he when interviewed. "I could not digest
my food, became weak and thin, and was a bad
colour. I got pains in the back just over the
kidneys, there was a pain in my left side. I
suffered from Headaches, and my hands and
feet were always cold. Although I felt sleepy
and tired out all day long I could not sleep
properly at night. I felt very low-spirited and
miserable. My blood was in a bad state; my
appetite left me almost entirely and the sight
of food made me feel inclined to vomit; there
was wind in the stomach and a severe tightness
across my chest.

"At this time I found my business a heavy
task, I could not take any interest in it or in
anything else. At night I had fearful dreams
and used to wake up in a fright. I also used
to perspire heavily, especially at night, on
account of my weakess. Then I heard about
Dr. Williams' Pink Pills for Pale People. I
felt so miserable and ill that I decided to try
if these Pills could do me any good. I bought
some in Bassein and felt better after commencing
to take them. A few bottles completely restor-
ed me to health. My digestion became
strong, the pains and headaches ceased, and
my appetite returned."

Many people try to cure disordered digestion
by the frequent use of purgatives. Purgatives
cannot cure. Their action is irritating and
weakening, they may produce brief relief but
after this temporary action the sufferer is in a
worse state than before. The proper way to
cure is by strengthening the organs of diges-
tion, and this is exactly what Dr. Williams'
Pink Pills for Pale People do. They are the
greatest Tonic known. They purify and at
the same time enrich the blood, and through
the blood give renewed vigorous health to all
parts of the system. The published testimony
of thousands proves Dr. Williams' Pink Pills

to be the only reliable remedy for Indigestion,
Liver Complaint, Headaches, Skin Diseases,
Rheumatism, Pimples, Rheumatism, Paralysis,
Ber-Ber, the after effects of Fevers, Dysentery
and Chills, and (particularly) those ailments
which afflict ladies between youth and middle
age. Obtainable in most shops where medi-
cines are sold, and also direct from the Dr.
Williams' Medicine Co., Singapore, six bottles
for \$3 or one bottle for \$1.50, post free to any
address.

Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, HAMBURG,
ANTWERP AND LONDON.

THE Steamship

"MONTGOMERYSHIRE."

Captain P. Gibson, having arrived from
the above Ports, Consignees of Cargo are
hereby informed that their Goods are being
landed at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, at Kowloon, and stored at
Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 6th proximo will be
subject to rent.

All broken, chafed and damaged goods are
to be left in the Godowns where they will be
examined on the 6th proximo at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 30th November, 1906. [1153]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. Victoria.

From Australia, ex S.S. Britannia.

From Persian Gulf, ex B.I.S.N. and B. &
P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 6th proximo, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees,
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 29th November, 1906. [14]

S.S. "POLYNESIAN."

COMPAGNIE DES MESSEGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
ex s.s. Malapan and Cordovan, from
Havre ex s.s. Malapan, and from Bordeaux
ex s.s. Ville de Marseille, in connection with
their Goods, are hereby informed that
above Steamers, with the exception of Opium,
Tea and Valuable are being landed and
stored at their risk into the Godowns and/or
extra hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 2 P.M. TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
MONDAY, the 3rd December, at Noon, will
be subject to rent and landing charges.

All claims must be sent in to me on or before the
3rd December, or they will not be recognised.

All damaged packages will be examined on
MONDAY, the 3rd December, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 17th November, 1906. [11]

FROM NEW YORK, ADEN AND
SINGAPORE.

THE H. A. L. Steamship

"NUBIA,"

Captain Habel, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazar-
dous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 4th December, 1906, will
be subject to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 3rd proximo, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE.

Hongkong Office.

Hongkong, 27th November, 1906. [114]

Intimation.

AGE
AND
QUALITY
GUARANTEED.

Watson's
DUNDEE WHISKY,
No. 10.
THE FINEST OLD SCOTCH.

J. WATSON & Co., Ltd., DUNDEE.

Hong Kong Agents
WATSON, Ltd.,
410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

Auctions.

PUBLIC AUCTION

**JAPANESE FINE ART AND CURIOS
EMBROIDERIES.**

THE Undersigned has received instructions to sell by Public Auction, on

THURSDAY,

the 6th December, 1906, commencing at 2.30 P.M., at his Sales Rooms, Duddell Street,
A FINE COLLECTION OF
JAPANESE EMBROIDERIES AND FINE ART CURIOS,

COMPRISING:

SILK EMBROIDERED WALL HANGINGS, DRAPERIES, KIMONOS and
CUSHION COVERS, CUT VELVET and HAND-PAINTED HANGINGS, RAKE and
ARTISTIC SATSUMA VASES, BOWLS and PLATES, GOLD CLOISONNE and
IRONWARE, HANDSOMELY CARVED IVORY GROUPS and FIGURES,
GOLD and SILVER INLAID DAMASCENE WARE, &c., &c., &c.
On view from Tuesday, the 4th December. Catalogues on application.

TERMS:—Cash on delivery.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, 30th November, 1906. [1154]

PUBLIC AUCTION.

THE Undersigned have received instructions
from the Hon. Mr. E. A. HEWETT, to sell by
PUBLIC AUCTION,

ON

THURSDAY,

the 6th December, 1906, at 2 P.M., within his
residence, "Craig Rynie," THE PEAK,
THE WHOLE OF HIS
VALUABLE HOUSEHOLD FURNITURE
THEREIN CONTAINED,

(All English, Shanghai and Local makes),
Comprising:—

TEAKWOOD WARDROBES with GLASS,
OAK and MAHOGANY CHEST-OF-DRAW-
ERS and CUPBOARDS, DRESSING TABLE
with GLASS, TRUNKS, MARBLE-TOP
WASHSTANDS, TOILET SETS, TEAK-
WOOD EXTENSION DINING TABLES
with ROUND WOOD COVERS, DINING
ROOM CHAIRS, GLASS and CROCKERY
WARE, CANTON CARVED BLACKWOOD
DESK, EASEL and TEAPOYS, BOOK-
CASE, CARD TABLES, RATTAN CHAIRS,
TABLES and SOFAS, &c., &c., &c.

ALSO
One GENT'S BICYCLE.

Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 30th November, 1906. [1155]

Notice of Firm.

WE beg to notify the public that we are
carrying on business as COTTON
AND YARN DEALERS at No. 32, BON-
HAM STRAND under the style of SANG
CHEONG FAT, and that all contracts for
Buying and/or Selling Cotton and/or Yarn and
all other mercantile documents relating to the
business of our firm must bear the Chop of our
Firm and the Signature of one of the partners
whose names are mentioned below, other-
wise the firm will not be bound or incur any
responsibility thereby.

HO FOOK otherwise HO CHAK-SANG.
HO KOM TONG otherwise HO TAI-SANG.
LO CHEUNG-SHIU otherwise LO SAI-KI.

Hongkong, 30th November, 1906. [1152]

Intimations.

WANTED.

SITUATION wanted by

Intimation.

A. S. WATSON & CO.,
LIMITED.

REDUCED PRICES.

We beg to invite your attention to our Price List which is now being sent out. Please apply for a copy if you have not already received one. The reduced prices which take effect as from the 15th instant will be found to compare favourably with those of other stores in the Colony whether European or Chinese.

We have also just issued separately a new wine list with prices based on rate of Exchange - now ruling, reference to which will show that substantial reductions have been made.

All prices are now strictly net.

A. S. WATSON & CO.,
LIMITED,
HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 27th November, 1906.

BIRTHS.

On November 26, 1906, at Shanghai, to Mr. and Mrs. SCHWIDT, daughter, of the German Bank, Kobe, a daughter.
At Shanghai, the wife of D. R. McEVEN, of a daughter.
At Shanghai, the wife of C. RASMUSSEN, of a son.

The Hongkong Telegraph

HONGKONG, MONDAY, DECEMBER 3, 1906.

CHINA AFFAIRS.

Although the report of Mr. Alex. Hosie, the British Acting Commercial Attaché, on the foreign trade of China for 1904-05, which has just been issued is rather belated, it forms interesting reading by reason of the asides in which so competent an authority on Chinese affairs indulges. The main figures have already appeared in our columns when they were published by the Customs Statistician, and it is not necessary to go into details now, beyond stating that during the period under review China enjoyed comparative prosperity. It has been frequently averred that China is a poor country and even the fact that the merchants and guilds have combined to provide the capital for local enterprises the idea has been dissipated. The fact that the percentage of exports to imports has been gradually increasing has induced in the superficial mind the belief that one of these days China will find herself unable to meet her obligations abroad. Minute inquiries into the question, however, do not in any respect support that suggestion. Mr. Hosie states that much valuable information has come to light in the process of trying to gauge the country's means of meeting its commercial liabilities. Much of that information is necessarily only approximate, but it shows that China is quite able to pay for what she gets from abroad. The question is, after all, an academic one, for the imports would not go on increasing year by year had China not the means and the power to pay for and absorb them. In this connection, says Mr. Hosie, there is one point that should not be overlooked. A considerable portion of this import trade represents, in the shape of goods, capital coming into the country to assist in its development and is not for the purpose of buying native produce for export. With regard to the opium trade, we referred some days ago to the unlikelihood that China was determined to suppress the trade, in view of the profits accruing from the importation of the drug and

the cultivation of the poppy, notwithstanding the Imperial edict issued on the subject. On the contrary, we expressed the conviction that the edict was a mere red herring thrown across the track of the reformers, inasmuch as it is in the highest degree probable that the Imperial Government intended to foster the local cultivation of the plant at the expense of the foreign grower. In this connection it is interesting to learn Mr. Hosie's views on the subject. He says "that the decrease of foreign opium will continue is undoubted. The production of native opium increases year by year without restriction. Indeed, the Chinese Government find it a most profitable source of income, the revenue derived from its taxation, which in many provinces has been placed on a systematic basis, being set apart for various public purposes. From this source for example the province of Szechuan and the prefecture of Hui-chou Fu in Kiangsu have to provide an annual contribution of 400,000 taels for carrying out the Whangpoo (Huangpu) Conservancy Scheme. It is likely that the Government of China is to fling away such a contribution at the behest of some advocates of reform? From investigations made with the view of obtaining statistics on the subject it appears that Szechuan alone produces annually over 200,000 piculs or four times the total import of foreign opium into China. If, in their zeal, the opponents of the opium habit expect to find that the poppy has disappeared from China in ten years and with it the revenue derived from this source they must be very simple-minded. As usual, much of the trade of the British Empire with China is attributed to Hongkong but Mr. Hosie notes that "if from the British Empire's total direct trade of £57,747,591, the whole of the Hongkong trade be deducted, there remains a balance of £23,223,380, which still places the British Empire nearly £7,500,000 ahead of the next country on the list—the United States of America, which no doubt has its fair share, like other countries, of the Hongkong trade." Last year Japan was third on the list. The report extends to 120 pages and should attract the attention of all interested in the trade of the Middle Kingdom. Mr. Hosie is especially luminous in his hints to merchants, and perhaps some firms in Hongkong might profit from his suggestions for increasing their commercial connections with the interior.

LOCAL AND GENERAL.

THE crisis in the situation caused by the Japanese Budget proposals is now over, thanks to the offices of Count Katsura.

THE Chinese Engineering and Mining Company's total output of the Company's three mines for the week ending November 17 amounted to 22,967.75 tons and the sales during the same period to 21,474.67 tons.

THE work on the laying-out of the Canton Public Gardens, which was temporarily suspended by order of H. E. Viceroy Chow Fu, is to be resumed at an early date and pushed forward with all speed to completion.

THE Dock tugs, *Robert Cooke* and *Edith*, have been employed for the last three nights in trying to shift the steamship *Kwangchow* from her position in the mud, preparatory to raising her. On each occasion, we are informed, they failed.

"It was a mistake on my part, your Worship I made a mistake in the number of the house!" This was the excuse tendered Mr. F. A. Hazeland, at the Police Court to-day, by a coolie named Li Sang. He was charged with breaking and entering into the second floor of No. 229, Station Street, Mongkok, at ten o'clock, last night, with intent to commit a felony. The premises are occupied by workmen. Defendant had no sooner entered the house than he was promptly secured and handed over to the police. The mistake cost him three weeks' hard labour and six hours' stocks. Deportation will follow.

A CURIOUS accident occurred yesterday to a European lady, which fortunately is not expected to have serious results. It appears that Mrs. Mitchell, wife of the light-house keeper at Green Island, was going up a wooden flight of stairs to a house at East Point where she was paying a call, when the stairway collapsed, and ladder and lady were thrown violently to the ground. Mrs. Mitchell received a very severe shock, besides a number of wounds and contusions, and was removed to hospital for treatment. Fortunately no bones were broken, and the unfortunate lady is progressing very well towards recovery from the shaking and general knock-about.

THREE Germans, Messrs. E. Vollrecht, W. Otto and Adolph Thiesse, appeared before Mr. F. A. Hazeland, this morning, at the Magistracy, to claim the two overcoats and the pair of American brown boots that P. C. Cooper found in possession of a coolie on Saturday morning. It will be remembered that it was at first thought that the clothing was removed from the cloak room of the City Hall on the night of St. Andrew's Ball. This proved to be incorrect. The claimants, who resided at No. 3, Queen's Gardens, identified the property as their own and informed the Court that the back door of their house was broken into on Saturday morning and the property lost. The defendant was sent to gaol for six weeks and six hours' stocks and to be deported. The clothing, etc., was returned to the owners.

THE English mail of the 3rd November was delivered in London on the 1st inst.

SERGEANT Lee, of No. 2 Police Station, apprehended a seaman named John Watson in Arsenal Street, yesterday, and charged him at the Police Court this morning with being a vagrant. Complaints have been made to the police of the nuisance caused by a number of benchmen who congregate daily in Arsenal Street, near the Soldiers' and Sailors' Home, soliciting alms from passers-by. Watson admitted being destitute, and Mr. F. A. Hazeland made an order that he be sent to the House of Detention.

NINETEEN rice-pounders were arrested at No. 305, Des Vaux Road West yesterday morning as the result of a gambling raid made on the premises by Sergeant Gordon and a posse of police from No. 7 Police Station. The men were playing *pat-kou*. The police seized among other things \$4.12, which they found on a table. The nineteen men were charged before Mr. F. A. Hazeland, at the Police Court this morning—the first two men with running a gambling house and the remainder with gambling. The two leaders were fined \$50 each, while the others paid \$5 each.

AN Indian was arraigned before Mr. F. A. Hazeland, at the Police Court, this forenoon, on a charge of being disorderly whilst drunk on the Praya East yesterday. "In order to save the time of the Court?" began defendant, bombastically, "I will plead—" His Worship informed accused that the time of the Court had nothing to do with him, and called evidence. It was said accused was chasing three women on the Praya. These women asked police protection and the Indian was arrested. Defendant said he was a bit "stag-gered," but was not unconscious. He was fined \$3.

H.E. THE GOVERNOR.

PROGRESSING SATISFACTORILY.

THE following bulletin was issued by the doctors in attendance upon His Excellency the Governor yesterday:—His Excellency the Governor has made marked progress during the past week. It is probable that all being well, His Excellency will leave the Colony in about two weeks' time, for a month's change.

LIVELY TIMES IN THE HARBOUR.

DISCHARGES REVOLVER TO CALL THE POLICE.

In a case which was brought up before Mr. F. A. Hazeland, this morning, at the Police Court, four cargo-boatmen were released on bail of \$50 each to ensure their attendance in a few days' time for examination into charges of assault preferred against them by the coxswain and accountant of the steam launch *Li Tung*. When the case is next called on the coxswain and the crew of the steam launch will testify to the effect that some time yesterday afternoon the launch *Li Tung*, towing two salt junks, was leaving the harbour on a trip to Canton. A few minutes after they had got under weigh a cargo-boat belonging to the defendants made fast to one of the salt junks and was towed as far as Kowloon Point. The coxswain of the launch did not offer any objection to towing the cargo-boat. When Kowloon Point was reached, and seeing that the bow of the launch was kept straight, the defendants yelled to the coxswain to tow them to the old Harbour Office wharf. The coxswain replied that that was not his destination. He was bound for Canton, and if the cargo-boat people wanted to get to the wharf they mentioned the best thing they could do was to cast off and sail there themselves. Without another word the defendants were alleged to have bombarded the launch with chunks of firewood. Seeing that it did not have any effect on the stubborn coxswain the four defendants sprang on to one of the salt junks, then boarded the launch and ordered the coxswain to change his course. The coxswain did not and they attacked him and his crew. They wrestled with each other for a time, until the coxswain whipped out a revolver, and holding it above his head, pulled the trigger twice in quick succession, sending two bullets through the awnings of the launch and into the air. The report put a stop to the fight immediately, but one of the accused, fearing that the coxswain would perforate somebody with the revolver if he was allowed to hold it much longer, disarmed the coxswain. The police heard the revolver shots and took the four defendants in custody. Mr. J. Daniels of Messrs. Johnson, Stokes and Master, who appeared for the prosecution, asked for the adjournment of the case, which was granted.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 3rd at 11.35 A.—The barometer has risen moderately over Japan and the E. coast of China, and fallen slightly over N.E. China. The depression lying over N.E. Japan yesterday, has moved into the Pacific. The area of high pressure is situated over the Yangtze valley. Gradients are moderate in the South, and fresh to strong monsoon will prevail in the Formosa Channel and the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, N.E. winds, fresh to fair.
2.—Formosa Channel, N.E. winds, strong.
3.—South coast of China between Hongkong and Lamock, same as No. 1.
4.—South coast of China between Hongkong and Hainan, same as No. 1.

MOTION FOR RE-HEARING.

A STATE DOCUMENT IN COURT.

HEATED DISCUSSION.

Before the Full Bench, consisting of their Honours Sir Francis Pl. Gott, Chief Justice, and Mr. A. G. Wise, Puisne Judge, Mr. M. W. Slade, instructed by Mr. R. Gardiner, of Mr. O. D. Thomson's office, applied on behalf of the defendant in the case of *Hajji Ali Shah versus Mustafa Ismail*, which was tried before Hon. Mr. H. H. J. Compens, the defendant being found guilty and committed to prison, for a rehearing of that case. Sir Henry Berkeley, instructed by Mr. F. B. L. Bowley, of Messrs. Denny and Bowley, Crown Solicitors, represented the Crown. His Honour the Chief Justice said the title was somewhat confusing as the form at home was 'Re v the defendant,' and the reverse in appeals. Mr. Slade said that was so, and he thought the title wrong, but the records of the Court showed that that had been the form used in this Court. The Chief Justice said he thought the form used at home was the proper one and should in future be the one used here. Mr. Slade said that this was a motion for a rehearing of this case. The motion would not take long as the Crown had consented to have the case heard before the Full Bench. Sir Henry Berkeley: That is so, my Lords. The Chief Justice: Do you want a rehearing? Sir Henry: If they can show good and sufficient reasons for it, my Lords. The Puisne Judge: I am not prepared to hear those reasons to-day. I understand that this was purely a formal motion, and that it would take only a few minutes, so I have adjourned for a short time for the other Court. Mr. Slade: I understood, so, my Lords: I thought the consent of the Crown was sufficient, but if I have to argue reasons it will take some time. I will first read a letter I have here. Sir Henry: I object to that letter being read here. [My learned friend purports to read before this Court a confidential letter from His Excellency the Governor to the Officer Commanding, which is marked "Confidential." It is a State document and cannot be read; it is also a confidential document from one Government Official to another, and the contents cannot be put before this Court. I am surprised that my learned friend should propose to read such a document to your Lordships.] The Chief Justice: I don't see how you can read it unless you have the consent of the writer and recipient. Confidential letters must be treated as such. Mr. Slade: I have the consent of one party, my Lord. The Puisne Judge: You cannot argue upon the contents of such a letter. Sir Henry: The point to consider is whether your Lordships can accede to the request that the evidence of the prisoner be taken at this hearing as it was not taken before the magistrate. The Crown consents to this though we do not know what that evidence consists of. The Crown does not wish to create any feeling among the soldiers or others that the prisoner has not been fairly dealt with. Mr. Slade: I want to have a rehearing. I want to put it clearly that the Crown does object to a rehearing. The Crown wants the Court to assume that if the evidence had been taken before the magistrate at the hearing of the case, the magistrate would still have convicted. Sir Henry: Then I do now withdraw my consent. If they appeal to Ctesar let them come to Ctesar; we come to your Lordships. If my learned friend asserts that the magistrate convicted wrongly, that is a question of law. The prisoner must be confined within the four corners of the depositions and no extraneous matter can be introduced. We must stop my learned friend from bringing correspondence calculated to cause ill-feeling between the Military and Civil Governments. Mr. Slade (heatedly): To refuse now to consent to a rehearing is a disgraceful breach of faith on the part of the Government. Sir Henry: If my learned friend wishes to call in question the conduct of the magistrate in dealing with the case, he should not come before this Court. Mr. Slade: I do not wish to call in question the conduct of the magistrate; I wish merely to have a rehearing of that case. The Chief Justice: You would contend that in those letters there would be found a consent, but we must consider whether we can consider the matter on those terms. Mr. Slade: I have the consent of one party. The Puisne Judge: That's not enough; we cannot hear the letters without both parties consenting. The Chief Justice: I think it would be better to have the correspondence sent to us in Chambers, and we can consider the matter there. My learned brother agrees with me that, even assuming that the Crown consented, that would not bind this Court. The Puisne Judge: Even if there was a consent I should not grant a rehearing unless good grounds were shown for it. The Crown now comes to oppose a rehearing. Mr. Slade: That is the plain fact, my Lords. The Crown is now opposing a rehearing. Sir Henry: I consider that the Court cannot grant a rehearing now that the Crown withdraws its consent. After a brief consultation between the learned Judges, the Chief Justice said that they would consider that point in Chambers, after seeing the correspondence which was to be sent to them there, and adjourned the further hearing of this motion until the 11th inst.

LEUNG Sam, a cook, was prosecuted by Mrs. Carroll, of No. 3, Pedder's Hill, before Mr. F. A. Hazeland, this morning, at the Police Court, for refusing to obey her orders on Saturday last. The charge was proved and a fine of \$10 imposed.

ALLEGED ATTEMPTED MURDER.

EVIDENCE IN HARBOUR OFFICE CASE TAKEN.

Chu Lo Tul, a farmer, residing in a boarding-house in Sutherland Street, West Point, was arraigned before Mr. F. A. Hazeland, at the Magistracy, to-day, on two serious charges. One the first count it is alleged he attempted to murder Mr. A. C. Botelho, first clerk of the Harbour Department, and on the second indictment he is said to have caused grievous bodily harm to two boatmen, Chung Fuk and Kwok Chueo, on the 10th ultimo.

Chief Detective Inspector Hanson and Detective Sergeant Watt conducted the case for the police, the prisoner denying the charges in toto.

Dr. Koch, assistant superintendent of the Government Civil Hospital, spoke as to the condition and the wounds the native boatmen were suffering from when he examined them in hospital.

Mr. A. C. Botelho, first clerk, Harbour-master's department, was next called to the stand. Witness declared that he had been in that department close on thirty-four years, and it was part of his duty to examine intending Chinese emigrants to foreign ports for Voyages of over seven days' duration. On the morning in question, witness went on, he started to examine a batch of emigrants for the Straits Settlements to proceed by the British steamer *Hobang*. At about ten o'clock witness started to examine the prisoner who was among the batch of emigrants. He had to stand on a box to answer questions put to him. (Plan of the place put in.) Witness then gave the Court the positions as to where he and the others sat. After the examination, he went on, accused stepped down from the box to receive his passage ticket, which was being stamped by Kwok Chueo. Instead of that prisoner rushed at witness and clutched him by the throat with his left hand, at the same time murmuring something which witness did not understand. Witness threw him off and accused fell. Kwok Chueo was then at to seize him, but failed, defendant leaving through the eastern door. Witness followed accused into the yard, but when he saw others chasing the fugitive witness stopped. Soon after Kwok Chueo went to witness, and raising his jacket, showed that he was wounded. The other boatman followed him soon after with a wound on his breast. Witness did not know that anybody had been wounded until he saw the boatmen. The men were then dispatched to hospital. "Can you suggest any motive or reason for the stabbing?" asked his Worship. "I cannot," replied the witness. Other witnesses were called, and the case adjourned.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE CHIT SYSTEM.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—There is no doubt in my mind that the present chit system, when entrusted to all such men who are in a more or less degree careless and indifferent as regards money matters, is a most pernicious system and one that certainly should be strongly put down by every right thinking Talpa and other employers of clerks. In too many cases, the chit system is detrimental to a young fellow and therefore a check to his progress and prospects in life, and in some, if not many cases, leads to his downfall. I am well aware that other contributors to your paper have written on the evil effects of the above system in a much able way than I can, but one must never despair in looking for a change when this system—cases of necessity excepted—will be a thing of the past.—Yours, etc.,

CASUAL CONTRIBUTOR.
Hongkong, 3rd December.

HARDSHIPS OF GOVERNMENT CLERKS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—The *Hongkong Government Gazette* should be dignified, and like Caesar's wife, be above suspicion. It has been observed that its pages are closed to such comparatively minor and insignificant events as the appointments or promotions of the little army of clerks, overseers, wardens, etc., embraced in the one sweeping term of subordinates. Perhaps they are, in the eyes of the official big pots, neither fish, fowl, nor even good red herring, and yet its pages are not closed to adding the finishing touches to a subordinate's forced or even voluntary departure from the service, to the detriment of his future career.

As witness the recent case of the meter-reader who was "dismissed from the service of the Government for misconduct." For an error of judgment, which no one regrets more than he, this man, or rather lad, for he is no more than that, tendered his resignation which in any other service would have been accepted, and the incident thereby closed, but it was distorted into a dismissal.

The word used "misconduct" has rather a wide meaning and to the unknown public it may mean embezzling, bribe-taking, etc., etc. "The punishment should fit the crime," but where no crime has been committed, as in this case, the castigation meted out is very excessive and quite unnecessary, involving, as it does, loss of character, one month's pay, and, what is more than all, blight a young man's career in the very bud. And this brings us back to the opening sentence of this letter. Perhaps the presence of H.E. the Governor was wanting to "mix a w" admonition due?—Yours faithfully,

"PER INCURIAM."

Hongkong, 3rd December, 1906.

JUDGING from plant fossils found in its bed the Thames is an immensely older river than the Savana.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

BOYCOTT REVIVAL.

MASS MEETING AT CANTON.

NEW PROPAGANDA BY BOYCOTT LEADERS.

[From a Correspondent.]

Shameen, 3rd December.

1.50 p.m.

The members of the Boycott Association assembled in large numbers at the Kwongchai Hospital with the object of discussing what methods should be adopted to secure a revival of interest in the movement, which lately has somewhat languished as the result of questions of more immediate interest attracting the attention of the public.

Mr. Chau Man Ma, who is a resident of Fatsan, and is recognised as one of the boycott leaders, was appointed chairman.

Speeches exhorting the members to stand by their guns, and give all the aid in their power to maintain the boycott against American goods, were delivered.

It was decided that the next meeting of the Association should be held on the 10th inst. for the purpose of electing office-bearers.

A resolution was put to the meeting that industrial establishments should be established, so that the Chinese might become independent of foreign supplies and that Chinese capital might be retained in the country.

Meanwhile the members should exert themselves to the uttermost to popularise the boycott scheme, and attract the sympathies of the people.

Funds will be supplied by the Association for grand funeral ceremonies in honour of the boy "hero" and "martyr" Fung Wai, one of the originators of the movement.

PIRACY NEAR HONGKONG.

CARGO-BOT "HELD UP" AND CARGO STOLEN.

A band of pirates seem to be infesting the waters in and around Mira Bay, for a cargo-boat was "held up" on the afternoon of the 29th ultimo under unusual circumstances. The police have only been notified of the occurrence yesterday. The cargo-boat which was held up trades between Hongkong and Mira Bay ports. She leaves Hongkong during the small hours of the morning, arriving at her last port toward five o'clock the same afternoon. On the 29th ultimo, according to the master of the cargo-boat, at about four o'clock in the afternoon, the cargo-boat was making for Nam O—an island in British waters, not far from Mira Bay. About an hour's sail from Nam O, two fishing boats, each carrying a crew of four men, drew up alongside the cargo-boat, and after making fast, the eight men sprang aboard the cargo-boat. Four of the men were armed with revolvers, the others carrying cut-throats. The crew of the cargo-boat, seven persons in all, including women and children, were warned that something would happen if the least obstruction was put in their way. No opposition was forthcoming, in fact the crew proved a very docile lot, and they were driven into the hold, while two of the pirates stood guard over them. The six other desperadoes searched the ship and secured \$18 in silver and notes. This apparently did not satisfy them for they started to work to shift the cargo-boat's cargo. When they had placed sixty cases of kerosene oil into their craft the pirates left. The cargo-boat continued its journey to Nam O, whether they reported the matter to the Customs house officials, but they said nothing could be done for them as the pirates' raid occurred in British waters. The cargo-boat returned to Hongkong yesterday and communicated with the police at the Central Station. The news was dispatched to all stations for action.

SHIPPING AND MAILS.

MAILS DUE.

German (*Prins Eitel Friedrich*) 4th inst.
Indian (*Namang*) 5th inst.
American (*Hongkong Maru*) 9th inst.
Indian (*Kumang*) 14th inst.

The S.S. *Cambodia* left Singapore on 1st inst., afternoon, and may be expected here on 9th inst.

The M. M. Co.'s s.s. *Yarrs* left Singapore on 3rd inst., at 2 p.m., for Hongkong via Saigon.

The Imperial German Mail s.s. *Prins Sigismund* left Kobe on 2nd inst., at 8 p.m., and may be expected here on 9th inst.

The Java-China-Japan Line s.s. *Tifanny* left Macassar for this port on 28th ult., and may be expected here on 6th inst.

The C. P. R. Co.'s s.s. *Albatross* arrived at Shanghai at 9.30 p.m. on 1st inst., and left again at 11 a.m. Sunday, for Nagasaki, where she is due to arrive at 6 a.m. on 4th inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

NEWCHWANG RETROCESSION.

JAPAN'S MILITARY EXPENDITURE.

NO APPEALS TO BE ALLOWED.

[From Our Own Correspondent.]

Shanghai, 3rd December, 2.40 p.m.

In connection with the retrocession of Newchwang, the Chinese Imperial Government has agreed to recognise the administrative expenditure incurred by Japan during the military administration of the district.

No appeals will be made from decisions arrived at while Newchwang was under the military jurisdiction of the Japanese.

[Reuter's.]

The Morocco Trouble.

LONDON, 30th November.

M. Jaures, in the French Chamber, expressed anxiety that the Government was taking action in Morocco without the assent of the Powers, and before the Algiers act was ratified.

M. Pichon declared that the despatch of warships, which sail to-day, was a precautionary measure. France must protect her citizens in view of the present disturbances.

Later.

Sir Edward Grey, speaking in the House of Commons, said that France and Spain were prepared to take, in an emergency, whatever provisional measures were required pending the constitution of regular police, which was contemplated at Algiers.

It was not intended to send a British warship to Morocco.

1st December.

The Temps states that France has issued a circular to the Powers justifying Franco-Spanish intervention in Morocco, and notifying their action. No objections have been raised anywhere.

Obituary.

The death of Reed, naval instructor (Sir Edward Reed, naval constructor), is announced.

Explosion in a Westphalian Factory.

The Porbitz factory at Witten, Westphalia, has suffered from an explosion, by which 40 were killed, and many are missing, 250 injured and 31 hopelessly injured. Two thousand are homeless, and the damage is reported at 2,000,000 marks.

The Kaiser has contributed 25,000 marks to a relief fund.

The Famine in the Volga.

There is intense indignation in the Volga in connection with the famine, owing to a revelation that the Assistant Minister of the Interior, M. Gurko, gave the contract for the supply of wheat to a firm dealing in toilet requisites. The contract was for £400,000 and M. Gurko advanced £80,000. The wheat was naturally not delivered, and the regular dealers declare that it is now impossible to deliver it in time to save the famine-stricken district.

M. Gurko has refused to give any explanation, except to the Tsar.

Later.

The Tsar has appointed a committee of inquiry into the Volga wheat scandal.

The United States Navy.

It is announced in Washington that the Asiatic Pacific squadrons will shortly be merged into the Pacific fleet, under a flag officer of the highest rank.

BRUTAL ASSAULT.

EUROPEAN WANTED BY THE POLICE.

A European resident, a description of whom the police in the Central district think they have, is being sought after by them on a charge of assault. He was alleged to have seriously assaulted an aged Chinaman who is under treatment in the Government Civil Hospital for an injury he received. The story that was told to the police was to the effect that the European in question was in a ricksha driving along Connaught Road Central, near Pedder Street, yesterday. The aged coolie, who was carrying a load, attempted to pass in front of the ricksha but collided with the coolie. The European, it is alleged, picked up his stick and lashed out at the old man, hitting him over the left eye, causing a gash one and a half inches long. The old man collapsed, but the European continued on his journey. The coolie was found by the police and sent to hospital in an ambulance. "It was a most cowardly assault," said an inspector. "If the stick had struck the coolie an inch lower down, the man's eye would have been knocked out."

CANTON DAY BY DAY.

WIRELESS TELEGRAPHY.

[From Our Own Correspondent.]

Canton, 30th November. With reference to H.E. the Viceroy's intention of installing wireless telegraphy in Canton, his foreign secretary, Mr. Chao Shou Pang, has visited Messrs. Carlowitz and Co., Shanghai, and has made all necessary arrangements for the purchase of materials, etc., and has signed a contract with the company to supply the instrument for installation.

LAND & WATER TRANSPORTATION. Yesterday all the steam towing launches, junks, etc., plying between Fatsan and Canton, ceased running. The cause of their stopping is said to be the opening of the Canton-Samsui Railway. The public mostly now give the preference to the new form of conveyance rather than the old tedious mode of communication, thus inflicting great loss to launch owners and others.

OFFICIAL VISITS.

The Viceroy has within the last few days received a good number of visitors and yesterday he received the teachers of the different schools and colleges of Canton, and the board of directors of the Yue-shan Railway Company.

DELIVERY OF MAILS.

The letter-carriers of the P.O. has been submitted to a great deal of delay through the interference of the guards, waiters and other railway officials at Shek Wo Tong, on the Canton-Fatsan Railway. It is reported that the Commissioner of Post has communicated with the Viceroy, advising H.E. to issue a proclamation forbidding the railway officials and guards to in any way delay the mail.

GASOLINE LAMPS.

The shopkeepers of Canton are now all mostly using incandescent gasoline lamps for illuminating their premises. There is a certain amount of danger involved in burning these lamps, through the great heat they produce. Last night at Shek Shap Hong, one of these lamps exploded and set fire to a foreign goods store, but owing to timely assistance the fire was put out. Now the shopkeepers of the said street have vied with one another, to prohibit the use of such lamps on their premises.

A G.O. COUNCILOR.

H.E. Wu Ting Fang has been staying in the Viceroy's yamen for the last few days. H.E. Viceroy Chow often consults him on official affairs especially foreign affairs and rarely comes to any conclusion without the former official's advice.

DISPOSAL OF BOYCOTT FUNDS.

A meeting of the Boycott Association was held in the Kwong Chai Hospital, to-day, to discuss the ways and means of disposing of the funds of the association, which have been accumulated during the period of the boycott of American goods. After discussion it was decided to apply the funds to establish industrial establishments, to manufacture goods that were formerly imported from foreign countries, so as to prevent the commercial interests of the country from flowing out to foreign countries.

EXPORTATION OF RICE.

1st December.

Owing to the high price of rice now ruling at Canton the Canton Chamber of Commerce has petitioned H.E. the Viceroy, to prohibit the export of rice to other provinces and to foreign countries. The Viceroy has issued instructions to the different customs, likin and other local officials at Canton, Kowloon and Lappa, to strictly prohibit the export of this commodity from any of those ports.

SEVERE PUNISHMENT.

The postman of the Imperial Post Office, who was handed over to the Namhoi Magistrate by the Commissioner of Post, for trial for neglect of duty, in losing a parcel of letters, whilst delivering letters, was tried before the Magistrate. The man admitted the offence and has to forfeit three months' salary from his security and be dismissed.

THE NEW JUDGE.

The new provincial judge, Chiu, who arrived at Hongkong on the 29th ult., went on board the Chinese gunboat Chuan To, and left for Canton, the same evening; he arrived at Whampoa safely yesterday forenoon. It is reported that he will take over the seal of office on the 5th instant.

OFFICIAL VISITS.

H.E. Viceroy Chow Fu proceeded this morning to the Shamene to visit the different foreign Consuls, and the Commissioners of Customs and Post.

PROTECTION FOR MISSIONARIES. Yesterday the French Consul-General at Canton lodged a complaint with H.E. the Viceroy, stating that he had received word to the effect that, since the new sub-magistrate of Yeung Kong took over office at that place, he has not taken steps to give the necessary protection to the French missionaries there, and there are frequent rumours that the natives intend to destroy the church and attack the missionaries. The consul requested the Viceroy to give the sub-magistrate orders to afford the missionaries effective protection.

PETITIONS.

The Viceroy has issued a notification stating that henceforth when persons intend to submit petitions to him on any matter, the petitions should be written on printed forms obtainable from the Canton Government Paper Manufactory, otherwise the petitions will not be received. There are two kinds of forms, one for important affairs and one for ordinary affairs. The former form costs \$1.00 each and the latter 50 cents each.

CANTON-WHAMPOA RAILWAY.

H.E. Chow Fu is anxious to know all about the working of the Canton-Wampoa railway on which work is now steadily proceeding. H.E. Chow will take an early opportunity to consult with H.E. Chang Fat Sze regarding this railway. H.E. Chang invited the Viceroy, H.E. Wu Ting Fang, H.E. Wu Seung Lun and others to a dinner at the Dutch Folly this afternoon.

PUBLIC GARDEN.

The proposal of the ex-Viceroy Shum to build a public garden after the style of those in foreign countries, on the reclamation ground in Lung Hung How, the east section of the new bund, is favourably commended by Viceroy Chow. The construction of the garden in question is expected to recommence shortly.

A CARRIAGE ROAD.

The building of the Maifu from the east gate to Sha Ho and its branch roads from Tung Ming monastery to the north gate is now completed. The contractor accordingly handed it over to the charge of officials on the 29th ultimo.

CEMENT MANUFACTURE.

The sight of opening the Fashi Cave quarry in Fa Yuen district, of which the materials can be manufactured into cement, has been taken back by the Government. The other day the Viceroy sent some waymen to make an inspection and the necessary arrangements.

THE SHANGHAI DOCK AND ENGINEERING CO., LD.

THE NEW SCHEME CONFIRMED.

An extraordinary meeting of the shareholders in the above company was held at Shanghai on the 27th ult. The chair was taken by Mr. J. Prentice. There was a large number of shareholders present, representing about 26,000 shares.

The Acting Secretary, read the notice convening the meeting.

The Chairman—Gentlemen, before beginning the business of this meeting I should like to state that the resolutions at the last meeting were in order. We consulted our legal adviser before, and also since that meeting, and we are informed that if you confirm the resolutions at this meeting they can be enforced. There is also another matter, and that is with regard to the report of the committee formed at the last meeting. This report was not signed by Mr. Hardoon, and this appears to have been due to a mistake of the printers. Mr. Hardoon quite agrees with the report. It is now for the gentlemen who moved the resolution at the last meeting to move their confirmation to-day.

Mr. Taylor said that in his speech at the meeting on the 1st inst. he promised that the committee then formed would make a report in which the shareholders could come to the final decision. This had been fulfilled. The shareholders had been invited to elect additional members to this committee, but they had not availed themselves of the opportunity in so far as he therefore concluded they were satisfied with the gentlemen who served. He did not intend to waste any further time. He had only to say that the report was eminently satisfactory to the promoters. Mr. Marshall had been chairman of the committee and any further questions could be addressed to him. He had pleasure in moving that the resolutions passed on November 1, at the extraordinary general meeting of shareholders, in this company be and are hereby confirmed.

Mr. Cecil Holliday seconded.

Mr. Nielsen said he only wished to ask one or two questions. Mr. Taylor had referred the shareholders to Mr. Marshall, and he desired to ask Mr. Marshall, as agent of the P. & O.; Mr. Barham, as agent for the Glen steamers, and Mr. Bridg, as agent of the Messageries Maritimes, if they would legally and individually undertake to support this new godown company. Business was business, and he wished to know whether they were prepared to sign a legal agreement (loud laughter) binding them to support the new godown company (cries of "rubbish," "sit down," and loud laughter). Mr. Marshall had been put forward as the chairman of this committee he would like him to assure the shareholders of his company's certain support. Otherwise, they might say that they were forced, if they wished to do business as shipping people, to say they were sorry, but they would have to go elsewhere. (Ironical cheers.)

The Chairman said he thought that the question addressed to Mr. Marshall was a most unfair one. It was entirely out of order. (Applause.) He would leave it to the meeting to decide whether it was in order or not. He ruled it out of order.

On a show of hands the meeting was almost unanimously against the question and in support of the Chairman's ruling.

Mr. Nielsen said that the question the shareholders had now to decide was a most important one. For himself, and on behalf of those for whom he held proxies, he declared himself strongly opposed to the new scheme. He fullest discussion of the matter should be allowed. He only held five shares himself (laughter). He predicted absolute ruination for this scheme. He had gone to some little trouble about the matter and had asked many firms what their action would be in regard to this new godown company. In nearly every instance they said they would advise their connections at home to ship their goods by steamers which landed their cargo at Shanghai. There had been a great deal of discussion on the subject in the newspapers, and anyone who was a shareholder and a sensible man must have followed the discussion. When the scheme was first proposed it was said that twelve godowns were to be built and that the capital would eventually be Tls. 3,000,000. It was now said that eventually 16,000 shares would be issued, and the capital would therefore be, 16,000,000. When he heard of the proposal he said to himself, here are Mr. Marshall and Mr. Barham connected with the scheme, and they probably knew no more about godowns than he did. Taking the figures in the report of the committee for granted he wished to show the shareholders what the cubic capacity of the godowns really would be. He had circulated a plan of the Old Dock property, which was not drawn to scale, and might be a few inches out, but to which he now wished to refer those present. Mr. Nielsen then, with the aid of a board and chalk, demonstrated that the entire superficial area available for godowns on the west side of the Dock would be 41 feet by 400 feet, i.e. 16,400 sq. ft. There were to be four floors to each godown, making the entire floor space on this side 65,600 sq. ft. The measurements he had given were correct. He had made them himself.

The Chairman asked who had given him permission to make the measurements. Mr. Nielsen said that he had not asked permission. He was a shareholder. On the other side of the dock the superficial area available for godowns was, allowing room for passage ways, 128 ft. by 370 ft., that was 47,500 sq. ft. These godowns would also have four storeys, making a total superficial area of 204,240 sq. ft. Five weeks previously he had known nothing about godowns, but he had been getting up at 3 a.m. to study the subject; and he was now able to give an opinion as to the storage capacity of these floors. It really did not matter whether each floor of a godown was as high as the room they were in, or 100 feet high. It really did not matter, as long as

the floors were at least fifteen to twenty feet high in order to give sufficient room. The most that could possibly be stored on one floor was nine feet of cargo. (Mr. Nielsen here came up to the directors' table, and produced several boxes of toy bricks, marbles, soldiers, and other nicknacks, with which he proceeded to demonstrate how cargo was stored on each floor.) A steamer probably brought in fifty different kinds of cargo. A godown could possibly be stuffed full, if all the cargo belonged to one consignee. It had to be arranged so that it could be worked, either by coolies or electricity. The shareholders might think it would give them the cubic capacity of their godowns if the superficial area were merely multiplied by nine, but he was going to show them that this was not the case at all. There must be passage ways between the cargo in order that it could be worked. If they consulted a professional man on the subject they would be told that these passage ways involved a loss of space of 30 per cent. If heavy cargo were stored to the height of nine feet it was probable that a good many people would be killed in working it. It was not safe to store cargo to a greater height than seven feet, whether it is worked by coolies or electricity. Then the passages were by no means so clean as appeared from the blocks he had been using. There was what was known to godown people as loss of stowage. All the cargo belonging to one firm had to be kept together. It was probably all shapes and sizes and would occupy an enormous space. Nothing else could be piled on the top of this cargo. He would now explain what loss of stowage meant. On the western side of the dock the total floor space would be 65,000 sq. ft. It might be piled nine feet high at the most, and he would take seven feet as being the average, though it was the most that could be stored. Multiplying the floor space by nine it would be found that the cubic capacity on that side of the dock would be 459,000 cub. ft. From this 30 per cent had to be deducted for passage ways, and an additional 20 per cent for stowage loss. (Loud laughter.) That was 229,500 cub. ft. On the other side of the dock the same proportional reductions had to be made, and it would be found that the total cubic capacity of the proposed godowns on both sides of the dock would work out at 92,140 cub. ft. There was another question. A bale of yarn occupied about 15 cub. ft. Therefore if all the floors were chock ablock full of yarn the most that could be stored, and he was then setting the figures too high owing to a miscalculation on his own paper, would be 64,252 bales. That was without allowing room for sorting, and the bales, to be stored in this way, would all have to belong to one merchant. If, in the ordinary course, room for sorting was not allowed there would be trouble with the consignees. A bale of 440 lbs paid nine candelers per month for godown storage, and this worked out at Tls. 5,782.16, and there would have to be a discount of 25 per cent for competition, leaving for the entire storage for a year Tls. 52,044.12. Out of this sum taxes and other expenses would have to be paid, and nothing could be realized for wharfage on the Old Dock property. He considered the starting of such a company would be absolutely ruinous.

Dr. Gilbert Reid said that he had not much to say. The facts presented at this meeting agreed with those presented at the former meeting by the promoters. There was no variation. The cubic capacity, the cost, the money required, and the income expected were all the same as in the document presented at the last meeting; the dividend was expected to be 14 per cent, the question of paying interest on the debentures having been omitted. Now the dividend was put down at 10 per cent, and 7 per cent was to be paid for debentures. He was not an expert, but he had made comparisons with a company whose property adjoined part of the proposed godown company. He referred to the reports of the Yangtze Godown Company, and found that last year they had paid 18 per cent. The profits were Tls. 55,000, and indicated that about half of them came from the wharves. His company had wharf frontage of something like 600 feet, and if the wharf at the Old Dock was eliminated the proposed company would have on the other side of the river a frontage of about 1,150 ft. If the Yangtze Company made Tls. 27,500 from their wharves, the proposed company might make Tls. 55,000 from theirs. The eight godowns of the Yangtze Company brought in about Tls. 27,500 profit. Two of their godowns were three-storied, and the rest had only one storey. He had reckoned half the cubic capacity of the Yangtze godowns to be the storage capacity, and this worked out at 730,000 cub. ft. According to this statement the payment per cubic foot per month was 1/3 Tls. cent, or four cents per annum. In the report of the proposed company the rate was to be Tls. 4 cents per month, or Tls. 0.09 per annum. The godowns of the Yangtze Company with a storage capacity of 730,000 cub. ft. brought in a profit of Tls. 27,500 per annum. The godown capacity of the proposed company, storing cargo 9 ft. high, was to be 630,000 cub. ft. It had been stated, however, that the height to which cargo could be stored was only seven feet; if this were so the cubic capacity of the proposed godowns would be 4,900,000 cub. ft. According to the committee the ground floor would not be used for storing goods, and one quarter of the cubic capacity therefore had to be deducted, leaving the total capacity at 3,675,000 cub. ft. Then half had to be deducted from this as proposed, 30 per cent for passage ways, and 20 per cent for stowage loss, which was practically what the committee reported. The actual net storage capacity of the proposed godowns therefore would be 1,837,500 cub. ft., and calculating the receipts on the same basis as those on which the Yangtze Godown Company paid their dividend of 18 per cent last year—4 cents per cubic foot per annum—the receipts would be Tls. 75,000. Adding to this the wharfage receipts calculated at Tls. 55,000 the total income of the company would be Tls. 130,000. From this sum Tls. 25,000 had to be deducted for interest, and Tls. 44,000 would be left to pay to the shareholders. Now it had to be remembered that

(Continued on page 6.)

TAOTAI SHUM TUNG

AND HIS BROTHER.

[From a Correspondent.]

Canton, 2nd December.

H.E. Chow Fu, appreciating the ability of Taotai Shum Tung has appointed him to the post of Chief Organizing Military officer of the two Kwang. It is understood that H.E. Chow hopes that this appointment will be the means of suppressing crime to a very great extent in those provinces.

Upon this appointment being made Shum Tung, an elder brother of Taotai Shum, applied to H.E. Chow for a position in some official capacity in H.E.'s yamen. H.E. Chow sent for Shum Tung, and was surprised and pleased to find what a very good knowledge of the English language he possessed, he being able to both speak and write that language fluently. Seeing this H.E. Chow immediately appointed Shum Tung to be one of his under-secretaries.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Noon.
Buyers:—National Banks \$47, Union Insurance \$521, Kowloon Wharves \$91, Hongkong Land \$104, China Providents \$9.15, etc. etc. etc. \$15, Watsons \$11.60.
Sellers:—Hongkong Banks 180t, London 93.5, Cantons 3300, China Fires 905, Macao Steamboats \$27, China and Manila \$23, Douglas \$40, Shell Transports 317, Rauba \$8, Hongkong Docks \$150, Hongkong Land \$105, West Point \$50, Humphreys Estate \$12, Hongkong Cottons \$13, China Borneo \$10, Lesc \$230, Ropes \$23, China Light and Power \$10, Powells \$8.
Sles:—China Providents \$9.15.
Nominal:—Hongkong Fires \$335, Indo-china \$80, China Sugars \$140, Shanghai Docks Tls. 105, Hongkong Wharves Tls. 230, Hongkong Hotels \$112, Dairy Farms \$17, Tramways \$215.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 2/3 3/16
Do. demand 2/3 3/16
Do. 4 months' sight 2/3 11/16
France—Bank T.T. 2.86
America—Bank T.T. 55
Germany—Bank T.T. 2.32
India T.T. 1684
Do. demand 1684
Shanghai—Bank T.T. 724
Singapore T.T. 2 1/2 prem.
Japan—Bank T.T. 11 1/4
Java—Bank T.T. 137

Buying.
4 months' sight L/C 2/3 3/16
6 months' sight L/C 2/4
30 days' sight San Francisco & New York 55 1/2
4 months' sight do. 56 1/2
30 days' sight Sydney and Melbourne 2.44
4 months' sight France 2.91
6 months' sight do. 2.93
1 months' sight Germany 2.38
Bar Silver 32 1/2
Bank of England rate 6 1/2
Sovereign 8.77

To-day's Advertisements.

FOR SALE.

TWO SINGLE-ENDED RETURN TUBULAR MARINE BOILERS by LEES, ANDERSON & Co., 11 feet x 9 feet, in Good Condition.

Apply to—

"A. J."

Hongkong Telegraph Office.

Hongkong, 3rd December, 1906. [116]

THE H. A. L. Steamship

"HOHENSTAUFEN," Captain Jäger, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 3rd December, 1906. [116]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YARRA."

Captain Selier, will be despatched as above, on or about MONDAY, the 10th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 3rd December, 1906. [11]

STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG," 1,238 tons, H. W. WALKER, Leave Hongkong for Canton on each Sunday, Tuesday and Thursday, at 9 every evening.

Leave Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

This Fine New Steamer has unequalled Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey, 5s (Servant excluded). Meals 2s each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., No. 5, Queen's Road West, Hongkong, 7th November, 1906. [107]

Intimations.

THE ROBINSON PIANO CO., LD.

TALKING MACHINES AND RECORDS.

New Stock just arrived

LARGE AND VARIED ASSORTMENT.

MUSIC. Comic Opera Scores and Dance Music.

RECEIVED BY EVERY MAIL.

Hongkong, 29th November, 1906. [138]

MOET & CHANDON'S

HIGHEST GRADE OF CHAMPAGNE IS

"DRY IMPERIAL" BRAND

AS SUPPLIED BY ROYAL WARRANT

TO

KING EDWARD VII.

THE EMPEROR OF GERMANY.

THE CZAR OF RUSSIA.

ALSO SUPPLIED FOR THE

LEADING PRESIDENTIAL

BANQUETS

OR

FRANCE AND THE UNITED STATES.

Per Case 12 Bottles \$57.00

24 Bottles 60.00

Sole Agents:

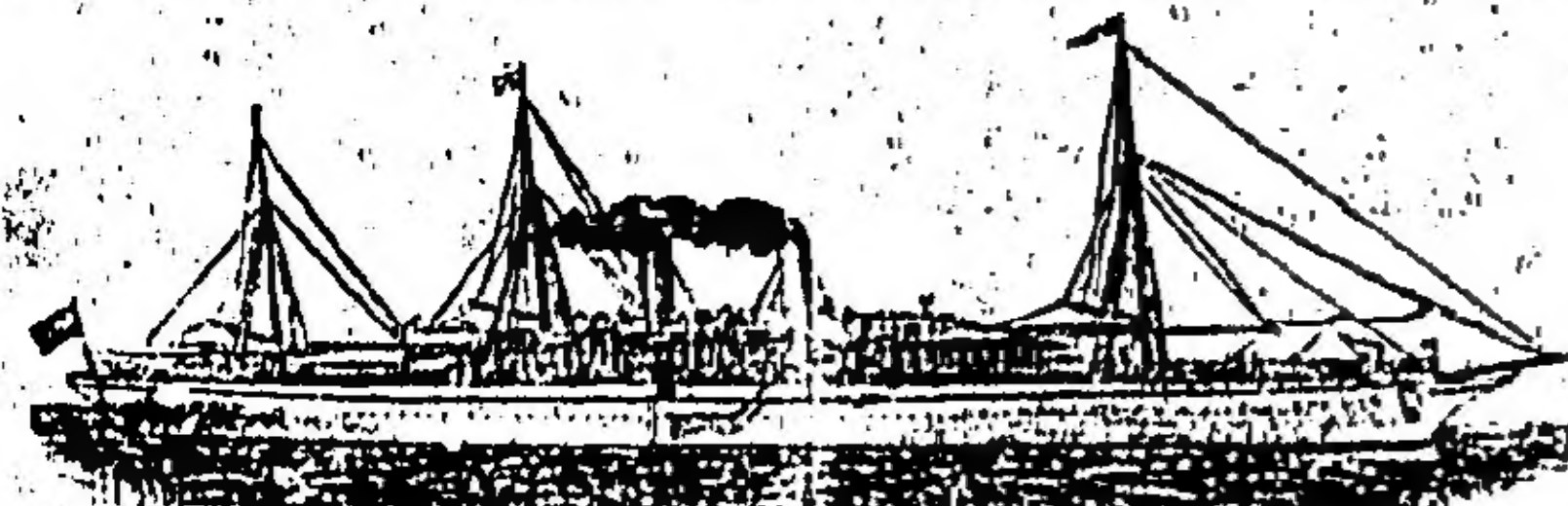
H. PRICE & CO.

WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 9th November, 1906.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 13 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. Tons	LEAVE HONGKONG ARRIVE VANCOUVER
"EMPEROR OF JAPAN" 6,000	THURSDAY, December 20th January 7th
"TARTAR" 4,435	WEDNESDAY, January 9th February 2nd
"EMPEROR OF CHINA" 6,000	THURSDAY, January 17th February 4th
"MONTAGLE" 4,163	WEDNESDAY, January 23rd February 16th
"EMPEROR OF INDIA" 6,000	THURSDAY, February 14th March 4th
"ATHENIAN" 3,882	WEDNESDAY, February 20th March 10th

"EMPEROR" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New "Palatial" "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 60. Via New York 62.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways. £40. £43.
R.M.S. "MONTAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
HONGKONG, 30th November, 1906. D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya. [13]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA	"HANGSANG"	TUESDAY, 4th Dec, 3 P.M.
SHANGHAI	"HANGSANG"	WEDNESDAY, 5th Dec, 8 P.M.
MANILA	"YUENSANG"	FRIDAY, 7th Dec, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on through Bills of Lading to Canton, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 3rd December, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	4th December.
SHANGHAI	"LIANGHONG"	4th "
SHANGHAI	"HANGHONG"	5th "
SHANGHAI	"NANCHANG"	6th "
YOKOHAMA and KOBE	"CHANGSHA"	13th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd December, 1906.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 8th Dec, at Noon.
ROBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 15th Dec, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 30th November, 1906.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

Steamship About

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 22nd November, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers "RHEINIA," "HAMBURG," and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amidships, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabins. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the s.s. "SILEZIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced Rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
FOR SHANGHAI, KOBE AND YOKOHAMA.	FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.
HOHENSTAUFEN 5th December.	SITHONIA 4th December.
AMBRIA 15th December.	RHEINIA 14th December.
SPEZIA 25th December.	C. FERD. LAEISZ 23rd December.
SAMBIA 29th December.	ANDALUSIA 3rd January.
SILEZIA 2nd January.	HOHENSTAUFEN 11th January.
SCANDIA 1st February.	SPEZIA 25th January.
HAMBURG 3rd March.	SILEZIA 8th February.
RHEINIA 1st April.	SCANDIA 22nd March.
FOR SHANGHAI & CHINKIANG.	HAMBURG 5th April.
KOWLOON 5th Dec; 4 P.M.	
FOR CALCUTTA.	
ARCADIA 7th December.	
Hongkong, 3rd December, 1906.	

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENAVON,"

Captain Woolfenden, will be despatched as above, on FRIDAY, 7th December, 1906.

For Freight, apply to

MCGREGOR BROS. & GOW.

Hongkong, 22nd November, 1906. [125]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, via JAPAN PORTS. Will be sent to VALPARAISO if sufficient inducement.

THE Steamship

"KASATO MARU," 6,000 tons.

Captain W. C. T. Filmer, will be despatched as above, middle of December.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to

K. MATSUDA,
Manager,
York Building,
Hongkong, 14th November, 1906. [148]

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES.

&c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS' STORES AND REQUISITES
ALWAYS IN STOCK

REASONABLE PRICES.

Hongkong, 7th November, 1906. [51]

THE NEW FRENCH REMEDY

TRADE MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remarkably powerful and effective remedy for the treatment of the urinary organs and is especially recommended in the case of which the urinary organs are affected by the formation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 is a powerful remedy for the treatment of the blood, and is especially recommended in the case of which the blood is affected by the formation of scurvy, rickets, and all diseases for which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the sufferer's health and ruin of life. This preparation purifies the whole system through the blood, and thoroughly eliminates every noxious matter from the body.

THERAPION No. 3 is a powerful remedy for the treatment of the nervous system, and is especially recommended in the case of which the nervous system is affected by the formation of hysteria, neuritis, and all diseases for which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the sufferer's health and ruin of life. This preparation purifies the whole system through the blood, and thoroughly eliminates every noxious matter from the body.

THERAPION is sold by the principal chemists and druggists throughout the world. Price in England 4/6 per bottle, and in the Colonies 5/6 per bottle. It is ordered, state which of the three numbers is required, and direct to the principal chemist or druggist of the place to which it is ordered, or to the principal chemist or druggist of the place to which it is ordered, or to the principal chemist or druggist of the place to which it is ordered.

Sold by all Chemists.

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Sold by all Chemists.

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—
SIEMSEN & CO.
Hongkong, 10th January 1907. [62]

THE HONGKONG
STUDIO.

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
Hongkong, 10th September, 1907. [62]

A BROKEN-DOWN SYSTEM.

This is a condition for which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system. No matter what may be the cause (for there are almost numberless), its symptoms are much the same: the more prominent being depression, sense of prostration or weariness, dizziness of the head, and want of energy for all the ordinary affairs of life. Now, all these are absolutely essential in all such cases, and are caused by a deficiency of vitality.

VITAL STRENGTH & ENERGY to throw off these morbid feelings, and experience proves that as right succeeds the day's work, the more certainly secured by a course of the celebrated life-reviving tonic.

THERAPION No. 3 is a powerful remedy for the treatment of the blood, and is especially recommended in the case of which the blood is affected by the formation of scurvy, rickets, and all diseases for which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the sufferer's health and ruin of life. This preparation purifies the whole system through the blood, and thoroughly eliminates every noxious matter from the body.

THERAPION is sold by the principal chemists and druggists throughout the world. Price in England 4/6 per bottle, and in the Colonies 5/6 per bottle. It is ordered, state which of the three numbers is required, and direct to the principal chemist or druggist of the place to which it is ordered, or to the principal chemist or druggist of the place to which it is ordered, or to the principal chemist or druggist of the place to which it is ordered.

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Sold by all Chemists.

THE SHANGHAI DOCK AND
ENGINEERING CO., LD.

[Continued from page 5]

the business of these godowns had been unusually favourable for the past two years. The godowns had been crowded and higher rates were therefore charged. Merchants were therefore anxious to find other godowns at lower rates. But what was wanted was not more godowns in Shanghai; but a chance of sending out these goods to all parts of China. Goods were at present stored here in such large quantities owing to the American boycott and the state of trade in Manchuria. He had shown what the proposed company might make on the same basis as the Yangtze Godown Company, and it might be said that only a few experts really knew anything about the matter. Architects and engineers might prepare plans and facts, but the shareholders could utilize them, whether they were merchants or persons. It did not seem possible that in years to come the proposed company would make half as much as the company with which he had been making comparisons. He was opposed to the scheme on the simple ground that it had originated with some of the shareholders, and not with the directors, who were elected to manage the company. New blood had been brought in, and there were now capable and experienced men on the Board to look after the shareholders' interests. The directors had not supported the scheme, but merely told the shareholders to decide for themselves. Then there was the legal aspect of the matter. He referred to the Articles of Association, and submitted that it was not legal to make shareholders in the Dock Company part with a portion of their shares for a share in another company in which they were not interested. According to the Articles of Association the Dock Company could carry on a godown business. If some people wanted to start a godown company they had a perfect right to do so, but they had no right to compel shareholders in the Dock and Engineering Company to take 25 shares in a company in which they had no interest and did not wish to speculate. He was perfectly satisfied, though times were bad and the dividends small, to keep his shares where they were, and he was quite willing too for the directors to spend money in improving the company's property. But he was not willing, and did not propose to turn over 25 of his shares to this new company. As a shareholder of the Dock Company he thought it would be a very good thing to sell the Old Dock property for 15,380,000. As a shareholder in the proposed new company he had his doubts. On the one side he thought it was all right to sell, and on the other he would turn and say, if it was suggested that he should buy, "no can do." (Laughter.) The debentures, he thought, might be taken up with a fine prospect of getting the whole of the Old Dock property into the holders' hands within a few years. Therefore he was not going into this new scheme. He had had all the speculation he wanted, and did not intend to have any more. He suspected that this scheme original-ly came from the colossal brain of Mr. Twentyman. (Laughter.) It might be a good scheme, but every man had equal rights, and speaking as a person he was a pessimist, and agnostic, and an unbeliever where this scheme was concerned. (Laughter and applause.)

Mr. Nielsen said he had one more question to ask. He had received a letter from a friend which contained the following: He did not know whether the statements there made were true. They might be all nonsense, and if the promoters said there was nothing in them he would take their word. Unless they did so, and he thought the rest of the shareholders too, would draw his own conclusions from the answer. The extract was: "The promoters of the scheme, and afterwards their Committee, have approached the Hongkong and Shanghai Bank with a view to take up their debentures, and the Bank expressed willingness to take the entire issue, if, on investigation, it found prospects satisfactory. Note: The Bank, an independent and disinterested authority, with every desire to help, has, on careful investigation, found their figures and conclusions absolutely trustworthy; that the prospect of the New Company are the firmest; and that it would not be safe for the Bank to risk its money on such a wildcat proposition."

Now, Mr. Chairman and gentlemen, I put it to Mr. Marshall and the rest of the Committee whether they will deny this statement. If they deny it, there is no more to be said about it; on the other hand, if they do not contradict this statement I for one, and I dare say the majority of you, Gentlemen, will draw your own conclusion.

Mr. Marshall said that he would briefly reply to the remarks made with regard to the Committee's report. With regard to Mr. Nielsen's remarks as to the distance from Shanghai of the Pootung property he would only say that several other companies were nearly as far away, and when the tramway was running to the Point no doubt a ferry service would be established, and the property would not be so inaccessible. Mr. Nielsen had referred to the capacity of the proposed godowns. The Committee had before them plans which were drawn to scale by Messrs. Scott and Carter and R. B. Moorhead. These plans showed that the figures given at the last meeting were correct. He did not intend to go fully into Mr. Nielsen's plan, but he might say that the allowance for loss of stowage of 50 per cent was a very full one, and if the report of the committee was referred to it would be seen that half of the cubic capacity of the godowns had been deducted. Mr. Reid had referred to the dividend of the new company, and if the shareholders referred to the report of the committee it would be seen that the figures given there were the same as those mentioned by Mr. Taylor at the last meeting. The Committee considered that a dividend of 10 per cent was all the Company would want to pay in the first instance. That was what was put

down, therefore, and it left a balance of 15,380,000, or nearly another 5 per cent. He noticed that all who had opposed this scheme had invariably misled the shareholders with regard to the figures. Dr. Reid had mentioned nothing about this balance.

Dr. Reid said he was quite willing to admit it was down.

Mr. Marshall said he accepted Dr. Reid's apology. The Committee had not time since the last meeting to arrange about the debenture issue, and did not consider they had had sufficient time to make a definite report on the matter. It must remain over until they had had more time. At present they were in treaty with several firms and institutions, and he had no doubt that the debenture money would be found when required. (Applause.) He only wished to say with regard to the debentures that all the money would not be required at once. The 80,000 per month was all the architects estimated would be required. Until the resolution before the meeting was passed it was impossible for the Committee to do much more than they had done. If the resolution passed the Committee would deal with it in the best way they could.

Mr. H. Keswick said that the position had been chiefly discussed from the point of view of the proposed company. As they knew he was very much interested in what companies, and he did not propose to enlighten his hearers on any subject connected with their business. He was present as a shareholder in the Dock Company. He thought the meeting had lost sight of their interest as Dock shareholders. The dividends paid by the Dock had not been such as they would have liked to have seen, and they would not be good in future unless the capital were reduced. They had at hand the means of reducing the capital of their company by getting rid of some of the property they now had. If this property were sold they would be able to reduce their capital. Thereby the earning of the Dock Company would not be decreased, and they would have less capital to pay interest on. He did not speak thus because he feared competition. Shanghai was increasing in size and the present godowns companies could not expect to retain a monopoly. At first the proposal was that those who preferred their 25 shares in lieu of scrip might get it, and he then thought the scheme an exceedingly good one. Unfortunately it had not materialized, and they were now placed in the position of having to vote one way or the other. It was a question whether they were prepared to take an interest in a problematical scheme and accept 25 shares on paper, when they might do better by receiving 25 or even 15, 10 in cash. The scheme had been discussed entirely from the shareholders' point of view, and he wanted them to consider it from the point of view of shareholders in the Dock Company.

Mr. Nielsen said that Mr. Marshall had stated the Committee had allowed fifty per cent from the cubic capacity of the godowns. That was not the point. The deduction should have been 50 per cent from the stowage capacity, which was a very different thing. They must remember that it was from the stowage capacity that they had to deduct 50 per cent.

The Chairman called attention to the fact that no amendment had been proposed, and put the resolution, proposed by Mr. Taylor, seconded by Mr. Holliday, as follows:—

That the resolutions passed at the Extraordinary General Meeting of shareholders of this company held on the 1st of November last be and are hereby confirmed.

On a show of hands the resolution was declared carried by 38 to 23.

Dr. Reid—Mr. Chairman.

Mr. Taylor—The majority seems rather narrow; it might be more satisfactory if we had a poll.

Dr. Reid—I second the motion.

Mr. Taylor—I demand it.

The Chairman—I have the right to appoint one scrutineer. I appoint Mr. Brodie Clarke.

You, Mr. Taylor, have the right to appoint the other.

Mr. Taylor—I appoint Mr. H. H. Reid.

The Chairman announced the result of the poll to be—

In favour of the resolution, 23,338 shares.

Against... 2,723 "

Majority for... 20,615

The meeting terminated with a vote of thanks to the Chairman.—N. C. D. News.

"INDIAN TRADE AND MAN-
DARIN 'MAKE-BELIEVE'."

When, just before Parliament rose, the Prime Minister was asked "if he intended to give effect to the vote of the House of Commons against the opium traffic between India and China," he replied that "he did not expect that legislation would be required to give effect to such measures as the Government might consider expedient." Since then—allowing for the considerable time consumed in communications when Mandarins are concerned—there has come an "echo" from Peking in the shape of the Imperial Edict of September 22 last, expressing "the determination of the Dragon Throne to eradicate the evil effects produced by the widespread use of opium," and ordering the abolition of the use of both the foreign and native product within ten years. Now, as the credit of recommending the issue of the Edict is given to the reformers and certain members of the late "Mission" that recently visited London, it is easy to understand that the "righteous over-much" party virtually in power here are anxious to co-operate in the good work, the Government being as completely gulled by this piece of Mandarin make-believe as they were, or choose to appear to have been, by the last piece of it regarding the Maritime Customs control. Then, too, has not Little England's original organ announced that Peking intends to assemble a Duma "of sorts" some day, and to grant, in about fifteen years' time, or some day, a beautiful new paper Constitution—nay, according to the latest "L. E.," daily, not only one but eighteen beautiful new Constitutions! Surely all this, therefore, as stated

